

have still more and more, and constantly more hospitals, infirmaries, mad and other asylums, almshouses, poorhouses, and all the like. [Isis by Oken.] J. L.

RAILWAY JOTTINGS.

The extraordinary case of delirium in a railway carriage, with which the daily press must have by this time made our readers acquainted, only affords another clear proof of the imminent necessity for what we have often advocated, and had lately fresh occasion to revert to, in a case of sudden illness and death during railway transit, namely, for the ready means of mutual inter-communication between the carriages in a train and the guards and engine drivers. It is to be hoped that one or other of the simple enough means suggested will be now adopted.—It is literally and seriously proposed to charge the tubes of atmospheric railway lines with gunpowder, or explosive cotton, and to shoot the trains along by firing off the tubes thus charged, successively, at short convenient distances, by means of heat externally applied (why not by firelocks or percussion-caps?), or by voltaic agency.—Another new mode of atmospheric railway propulsion, which, however, cannot boast of such entire originality as the preceding, has been suggested by a Mr. W. Nairne, of Milnhaugh, near Perth, who, if we mistake not the *Mining Journal*, has patented his invention. It is, in fact, a decided modification of Mr. Collinson's; only the needle, in this case called the keel, threads its way along by impulse communicated from the tube vacuum through a series of common cylinders, to horizontal wheels, with which it is in direct communication.—Some of our readers may require to know that the Railway Department of the Board of Trade have removed their offices to No. 29, Great George-street, Westminster.—It is a singular and interesting fact, that the Surrey and Sussex turnpike-roads have just been leased at 30,250*l.* a year, being the highest amount they ever fetched, even in the palmiest days of the old turnpike system.—About fifty yards of a deep and extensive cutting, through a "soapy soil," in the blue clay and green sand strata, on the Brighton and Hastings line, near Revensey, has sunk, on one side, in a semi-liquid state, into the hollow, carrying the rails up the opposite side of the cutting. It is calculated that 40,000 cubic yards of earth will be the quantity to be removed, and all at the expense of the contractor, who is bound to keep the line in working trim for three years.—The late violent rains, says a Salisbury paper, have induced a bridge recently erected across the railway at Clarendon to come down without the least previous notice. This was scarcely to be expected; but such delicate fabrics ought to be screened from the dangerous effects of wind and rain.—On the South Devon line, a massive stone cemented wall is now being built within the lash of the tide at Holcombe tunnel, where, during the late gale of wind, the bare dry wall which there defended the line from the inroads of the sea, was washed away. A breach made at Langstone Point is also nearly repaired, and the new promenade, which was partially destroyed, is to be founded "on the solid rock." *Experientia docet.*—Contracts have been entered into by the Chester and Holyhead for the construction of the tubular bridge across the river Conway, and also for the greater portion of that across the Menai Straits, which is to be called the Britannia. The Conway bridge is to be finished in eight months. It is 400 feet span; the Britannia being 450, while the greatest span of any rigid bridge hitherto executed is 240.—The citizens of Worcester are following the example of the inhabitants of Doncaster in praying the railway authorities to erect the station of the Oxford, Worcester, and Wolverhampton line in the centre of the town instead of in the suburbs, as proposed.—The contractors on the Trent Valley line have the tempting bonus of 10,000*l.* a month held out to them by the directors for every month saved in the time contracted for the completion of the railway, which is therefore expected to be opened in January next, instead of May. The directors will be much to blame, we should think, for any accident which may ensue from the hasty and imperfect construction of their

works. Such greed of gain on both sides is no doubt one of the main causes of so much disturbance in the progress and stability of works.—A viaduct of twenty-eight arches will be required for the Newcastle and Berwick, in crossing the Tweed.—The damage done to the North British by the rain is being rapidly repaired. Two temporary bridges have already been erected, and the traffic opened along them in the meantime. The other bridges, including that across the Tyne, together with the gap in the embankment near Cuckburnspath, are expected to be entirely replaced in course of a week.—The great viaduct of Dinan, in France, is in rapid progress. A canal has been cut to divert the water from the river, and the foundations have been sunk at least 30 feet down to the solid stratum, at an expense of 30,000 cubic feet of excavation. Five granite quarries have been opened to supply the materials.—The Pope, it is announced, has granted to Messrs. Jackson and Co. the concession of a railway from Rome and Civita Vecchia to Bologna.—The East-India Company, it is rumoured, have negotiated with the East-India Railway Company, guaranteeing them 4 per cent. upon their outlay.

TENDERS FOR SEWERS.

On the 16th instant, the Commissioners of Sewers for the Westminster Division met to open tenders for the following works:—1,545 feet of sewer to be rebuilt in Stafford-street, Stephen-street, and Great James-street, Lioness-groves; and 505 feet of sewer to be rebuilt in St. Ann's-court, and Edward-street, Wardour-street, Soho. The amounts were as under:—

	Lioness Grove, &c. 1,545 feet.	Soho. 505 feet.
	£ s.	£ s.
Cotsworth	1,428 0	—
Hill and Son	1,392 0	—
Yeoman	1,336 0	—
Dethick	1,270 0	425 0
Aslett	1,250 0	—
Starkey	1,225 17	498 12
Battersbury	1,198 12	—
Jay	1,196 0	—
Watson	1,178 12	—
Bell	1,148 0	—
Williams	1,110 0	—

The lowest of each accepted.

The following tenders were delivered at the Sewers' Office, Tower Hamlets Division, Great Alie-street, on the 13th instant, for building sewers in

	Green- field- street. 494 ft.	Whitechapel Union-st. 612 ft.	Devon- shire-st., Mile End, Old Town. 736 ft.	Flowers- row, White- chapel. 779 ft.
	£ s.	£ s.	£ s.	£ s.
Cotsworth	250	449 10	527 0	399 10
Stewart	282	478 0	448 0	277 0
Hill and Son	171	383 0	428 0	288 0
Curtis	208	344 0	492 0	308 0
Yeoman	280	665 0	671 0	455 0
Crook	198	335 0	437 0	337 0
Blackburn	366	—	511 0	385 0
John Hill	255	515 0	618 0	411 0
Dethick	—	395 0	495 0	—
Munday	—	448 0	568 0	—
Threadgold	—	—	420 0	—
Green	—	—	518 10	—
Shoulders	—	—	407 10	—

Difference between highest and lowest in 1st col., 19*5*l.**; in 2nd col., 330*l.*; in 3rd col., 263*l.* 10*s.*; in 4th col., 178*l.*

The lowest of each accepted.

ADDITIONS TO ST. GILES'S WORKHOUSE, HOLBORN.

The chief object in the additions to this workhouse, just now commenced under the direction of Mr. George Pownall, is to secure a more complete separation of the sexes, and a better classification of all the inmates, as well as to obtain increased accommodation. The old workhouse was formed, partly of an inn, and partly of dwelling-houses purchased from time to time as necessity obliged, and oppor-

* At this meeting considerable surprise was manifested on learning, that the alterations of the sewer near Buckingham Palace, at a contemplated expense of 3,000*l.*, was commenced, notwithstanding the architect had been expressly informed by the court, that such expenditure would probably be thrown away, in consequence of certain important changes in the drainage of the whole district now under consideration.

tunity occurred; these were laid out to the other, with very inconvenient results; the accommodation for the sick (always a large body in a parish like St. Giles's) was very deficient, both in space and ventilation. In addition, a court of miserable houses, in Short's Gardens, with miserable tenants, ran into the heart of the workhouse buildings. These houses were purchased last year, and the parish then determined, by the intended alterations and additions, to provide in the best way they could for the various requirements that were pressing on them.

The alterations consist chiefly in the removal of all the old buildings, private and public, next Short's Gardens, and the erection in their stead, in the centre of the ground, of an infirmary, about 90 feet by 25, disengaged on the four sides. Above the ground floor, containing six large wards with bath-rooms, are sculleries and water-closets, &c. On the one side is attached the dispensary, consisting of waiting-room, consulting-room, &c.; on the other, corresponding buildings for the relieving and examining officers, together with a large casual ward, and additional sleeping-rooms; and a small refractory ward and yard. The airing yards will all be reformed, and separated in a more complete manner, the present privies removed, and new water-closets built.

As regards "the desecration of the dead" on this site, concerning which much has been said, the fact is, the authorities were ignorant of the circumstance of the site having been used for a burial ground; and the moment the discovery was made, distinct directions were given, that as the remains were taken up they should be placed in coffins and reinterred daily in the new burial ground of St. Giles'. In fact these remains were treated after the lapse of eighty years with greater respect than when first committed to the ground, into which they seem to have been thrown in great numbers, without coffin or shroud of any description. It is surprising that so many bodies could have been crammed into a space not more than 100 feet square; still more so that all this decomposition should have been going on within two feet of the surface, in a place so densely populated, without discovering itself, as the whole place was a mass of corruption, and over a considerable part of this mass, was what was considered one of the best wards in the place.

The following is a list of the tenders delivered for the execution of the new works:—

Williams	48,530
Jaffrey	8,360
Kell	8,244
Locke and Newham	8,150
Cooper and Davies	7,985
Curtess and Sons	7,788
Winland and Holland	7,678
Barr	7,222

WALTHAM ABBEY AND CROSS.

MR. EDITOR,—I have recently visited Waltham Abbey, and it is really painful to see the manner in which this interesting specimen of early Norman architecture, has been mutilated and destroyed. If I am correctly informed, there is a reserved fund of 100*l.* a year to be laid out in repairing and keeping the church from dilapidation. If this is correct, the funds have been most woefully mis-applied, or have been appropriated rather in defacing and mutilating than restoring. The whole of the ornaments of the arches are filled up with white-washing, and unsightly galleries, and the nave with equally unsightly pews. No doubt this was formerly considered by the churchwardens as assisting to beautify the church, although it is not exactly stated so in front of the organ gallery.* My object is to call public attention to this beautiful but neglected specimen of church architecture, and also as regards the appropriation of the funds.

The cross, which was only restored a few years since, is so fast decaying, from the perishable nature of the stone, that in a short time not a vestige of it will be left. The statues are crumbling away.

Let me ask, ere it is too late, whether one or two coats of drying oil might not assist in preserving this monument for a time?

I am, Sir, &c.,

A SUBSCRIBER.

* The early Norman font has been painted over in imitation of marble veins.